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TAB D

to

ANNEX V

Estimated Total Production of Basic Commodities in Communist China
and Estimated Minimum Tonnage Originated by Railroads, 1952

The following table shows estimated total production of basic commodities in Communist China in 1952, and estimates of minimum tonnages of basic and non-basic commodities originated by railroads. These are based on estimates made by responsible commodity analysts in ORR.

Estimated Total Production of Basic Commodities in Communist China
and Estimated Minimum Tonnages Originated by Railroads, 1952
(Thousands of Metric Tons)

	Estimated Total Production	Estimated Minimum Originated by Rail
Coal	48,000	33,000
Grain	111,890	3,750
Cotton (ginned basis)	609) 100
Cotton yarn	410)
Soybeans	8,900	1,200
Soybean cake	2,300	500
Peanuts	2,300	150
Chemicals	439	300 ^{1/}
Timber	20,000 ^{2/}	4,350
Military supplies	n.a.	360 ^{1/}
Pig iron	1,875	1,500
Steel for ingots and castings	1,222	1,050
Finished steel	850	675
Iron and steel imports by rail from USSR	---	350
Iron ore	4,000	4,000
Petroleum	550	225
Petroleum imports from USSR by rail	---	910
Total of basic commodities	203,345	52,420
Total for non-basic commodities ^{3/}	n.a.	31,976
Total of basic and non-basic commodities	n.a.	84,396

^{1/} Includes some imports.

^{2/} Industrial timber plus firewood. Of this total, about 8 million metric tons is estimated to consist of industrial timber.

^{3/} Tonnage of non-basic commodities estimated at 61 percent of the tonnage of basic commodities, on the basis of traffic data for China proper and Manchuria for the 1930's [redacted] Foreign Economic Administration, FE-223, "Basic Data on Manchurian Freight Flow," Mar. 1945, C). 25X1A2g

Source: Estimates by responsible analysts in ORR, D/M

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TAB D, Contd.

The estimated total of 84.2 million tons shown in the table above is a minimum figure for the following reasons:

1. The table does not include successive rail movements of commodities such as the coal which is loaded at the Kailan mines, moves by rail to Chinghuangtao, by ship or barge to Shanghai, and is loaded on freight cars at Shanghai to move to its point of use. In normal statistical procedures used by railroads, this reloading of the same tonnage is recorded as a separate origination.
2. The ratio of non-basic to basic commodities would have increased between the 1930's and the present because of a shift in the composition of traffic. For example, there are indications that movement of construction materials, most of which are included under the heading of non-basic commodities in the table above, have increased considerably in recent years.
3. Many of the estimates of percentage of production of basic commodities moving by rail have been conservative, since many of the percentages used were the same as the ratio between rail tonnage and total production for the prewar period. The Communists have been increasing the inter-regional flow of commodities while at the same time water-borne movement has declined from its prewar level. This would indicate a higher percentage of total production is now moving by rail than was true in the prewar period.

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